Appendix A – Trail Route Assessments

Chapter Three discusses the general route of the proposed Corridor of Opportunity of the LMIAT through Sheboygan, Manitowoc, and Kewaunee Counties. This Appendix presents several potential trail route options through these counties. Trail route options do not necessarily represent the position of the future trail as trail may developed anywhere within the Corridor of Opportunity proposed in this Document.

Possible Trail Route Options (East and West), through the Towns of Plymouth and Rhine, and the Village of Elkhart Lake

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
TRAIL QUALITY		
Trail Length	7.5 miles	9.5 miles
Road Crossings	twelve, including US	Fifteen, including US
	Highway 67.	Highway 67.
Diversity and Interest	Route passes between Elkhart	Route passes east of Elkhart
of Route	Lake and Crystal Lake, then	Lake and Crystal Lake. Passes
	into the Village of Elkhart	through a variety of habitats
	Lake. Passes through a variety	such as meadows and
	of habitats such as meadows	woodlands.
	and woodlands.	
Existing Development	Tourism development within	Tourism development is
and Probability of	Village of Elkhart Lake and	prevalent. Road America is a
Future Development	adjacent to Crystal Lake.	seasonal use that is not
		expected to grow.
	ENVIRONMENTAL CONSIDER	
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
	maintenance. A portion of the	maintenance. A portion of the
	trail would be pass through	trail would be pass through
	Quit-Qui-Oc Golf Course and	LaBudde Creek State Wildlife
	the Village of Elkhart Lake. A	Area. Six stream or wetland
	portion of the trail would pass	crossings would need to be
	through LaBudde Creek State	constructed.
	Wildlife Area. Five stream or	
	wetland crossings would need	
	to be constructed.	
	SOCIOLOGICAL CONSIDERA	•
Percent of Public	Approximately two miles	Approximately two miles
Lands Utilized	(20%) of the proposed trail	(20%) of the proposed trail
	corridor passes through	corridor passes through
	LaBudde Creek WDNR	LaBudde Creek WDNR
	Wildlife area; approximately	Wildlife area.
	one mile is within the Village	
	of Elkhart Lake.	

Possible Trail Route Options (East and West) through the Towns of Meeme and Schleswig

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
	TRAIL QUALITY	1 (11031)
Trail Length	11 miles	10.5 miles
Road Crossings	Eleven, including a four-lane	Ten, including a four-lane
Rodd Crossings	highway, State Highway	highway, State Highway
	57/32, which is also the	57/32, which is also the
	Sheboygan River crossing.	Sheboygan River crossing.
Diversity and Interest	Much of this route travels from	Much of this route travels from
of Route	one lake to another along the	one lake to another along the
of Route	edge of the Valders Lobe. The	edge of the Valders Lobe. The
	landscape is predominantly	landscape is predominantly
	rural with areas of lowland and	rural with large areas of
	upland woods. Walla Hi Park	cropland and smaller areas of
	is a highlight along this	lowland and upland woods.
	alternative.	lowitand and apiane woods.
Existing Development	The predominant land uses in	The predominant land uses in
and Probability of	the area are agricultural and	the area are agricultural and
Future Development	open space with scattered	open space with scattered
T deare Beveropinent	residential developments at	residential developments at
	Millhome and School Hill.	Millhome and School Hill.
	There are no plans for	There are no plans for
	significant development within	significant development within
	the trail corridor.	the trail corridor. A large
		gravel pit is located near the
		intersection of Lax Chapel
		Road and State Highway
		57/32.
	ENVIRONMENTAL CONSIDER	ATIONS
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
	maintenance. Four stream or	maintenance. Four stream or
	wetland crossings would need	wetland crossings would need
	to be constructed, including a	to be constructed, including a
	major crossing of the	major crossing of the
	Sheboygan River.	Sheboygan River.
	SOCIOLOGICAL CONSIDERA	ATIONS
Percent of Public	Approximately ½ mile (4%) of	Approximately ¼ mile (2%) of
Lands Utilized	the trail is on public lands.	the trail is on public lands.

Possible Trail Route Options (East and West) through the Town of Liberty, and Villages of St. Nazianz and Valders

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE	
	(East)	(West)	
	TRAIL QUALITY		
Trail Length	7.7 miles	10.8 miles	
Road Crossings	Twelve, including US	Twenty, including US	
	Highway 151 and five streets	Highway 151, five streets in	
	in Valders.	Valders, and five streets in St.	
		Nazianz.	
Diversity and Interest	Route passes mostly through	Route passes through areas of	
of Route	areas of cropland and upland.	mostly cropland and uplands.	
	Some lowland woodlands are	Some lowland woodlands are	
	located adjacent to wetland	located adjacent to wetland	
	areas including	areas including	
	VanderBloemen Bog State	VanderBloemen Bog State	
	Natural Area. Small urban	Natural Area. Small urban	
	areas are found within St.	areas are found within Valders.	
Edit D. 1	Nazianz and Valders.		
Existing Development	The predominant land uses in	The predominant land uses in	
and Probability of	the area are agricultural, with	the area are agricultural, with	
Future Development	concentrated residential	concentrated residential	
	development in the Village of	developments in Valders and	
	Valders. There are no plans for	St. Nazianz. There are no plans	
	significant development within	for significant development within the trail corridor. A	
	the trail corridor. A large concrete and quarrying	large concrete and quarrying	
	operation is located on the east	operation is located on the east	
	side of the trail's route through	side of the trail's route through	
	Valders.	Valders.	
I	ENVIRONMENTAL CONSIDER		
Construction Impacts/	Much of the trail would be	Much of the trail would be	
Number of Stream	built on uplands requiring	built on uplands requiring	
Crossings	minimal development and	minimal development and	
	maintenance. Six stream or	maintenance. Seven stream or	
	wetland crossings would need	wetland crossings would need	
	to be constructed.	to be constructed.	
	SOCIOLOGICAL CONSIDERA	TIONS	
Percent of Public	Public right of way in the	Public right of way in the	
Lands Utilized	Village of Valders accounts for	Village of Valders and Village	
	about 1.1 miles of the trail	of St. Nazianz account for	
	(14%). 45 acres of the	about two miles of the trail	
	Manitowoc County parcel on	(18%). The public landing at	
	County Highway C would also	Pigeon Lake would also be	
	be affected, as would the	affected.	

111 1 11 . 751 7 1	
public landing at Pigeon Lake.	
public landing at 1 igcoll Lake.	

Possible Trail Route Options (North and South) through the Town of Cato

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(North)	(South)
TRAIL QUALITY		
Trail Length	5.5 miles	5.3 miles
Road Crossings	Six county or local roads.	Seven county or local roads.
Diversity and Interest	Route passes through areas of	Route passes through areas of
of Route	mostly cropland and uplands.	mostly cropland and uplands.
	Some lowland woodlands are	Some lowland woodlands are
	located adjacent to wetland	located adjacent to wetland
	areas and the Manitowoc	areas and the Manitowoc
	River. Route also abuts the	River. Route also abuts the
	scenic waterfall at Cato Falls	scenic waterfall at Cato Falls
	Park.	Park.
Existing Development	The predominant land uses in	The predominant land uses in
and Probability of	the area are agricultural with	the area are agricultural with
Future Development	some upland and lowland	some upland and lowland
	woodland areas and scattered	woodland areas and scattered
	residential development. There	residential development. There
	are no plans for significant	are no plans for significant
	development within the trail	development within the trail
	corridor, though the north side	corridor, though the
	of the Manitowoc River is	Manitowoc River is
	experiencing increased	experiencing increased
	pressure from residential	pressure from residential
1	development. ENVIRONMENTAL CONSIDER	development.
	Much of the trail would be	Much of the trail would be
Construction Impacts/ Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
Crossings	maintenance. Six stream or	maintenance. Five stream or
	wetland crossings would need	wetland crossings would need
	to be constructed, including	to be constructed.
	one crossing of the Manitowoc	to be constructed.
	River.	
	SOCIOLOGICAL CONSIDERA	ATIONS
Percent of Public	½ mile section (12%) of trail	½ mile section (12%) of trail
Lands Utilized	through Lower Cato Falls	through Lower Cato Falls Park
	Park.	
	1 22 55	<u>l</u>

Possible Trail Route Options (North and South) through the Town of Manitowoc Rapids and City of Manitowoc

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE	
	(North)	(South)	
	TRAIL QUALITY		
Trail Length	6.1 miles	5.9 miles	
Road Crossings	Six rural, including I-43	Eight rural, including I-43	
Diversity and Interest	Primarily cropland with scenic	Primarily cropland with some	
of Route	woodland areas along the	scenic areas along the	
	Manitowoc River.	Manitowoc River.	
Existing Development	Primarily cropland with	Primarily cropland with	
and Probability of	scattered residential	scattered residential	
Future Development	development in the Town of	development in the Town of	
	Manitowoc Rapids. Urban	Manitowoc Rapids. Urban	
	development is also found in	development is also found in	
	the City of Manitowoc	the City of Manitowoc	
I	ENVIRONMENTAL CONSIDER		
Construction Impacts/	Much of the trail would be	Much of the trail would be	
Number of Stream	built on uplands requiring	built on uplands requiring	
Crossings	minimal development and	minimal development and	
	maintenance. Three stream or	maintenance. Four stream or	
	wetland crossings, including	wetland crossings, including	
	two crossings of the	one crossing of the Manitowoc	
	Manitowoc River, would need	River, would need to be	
	to be constructed.	constructed.	
SOCIOLOGICAL CONSIDERATIONS			
Percent of Public	No public lands will be used in	No public lands will be used in	
Lands Utilized	the Town of Manitowoc	the Town of Manitowoc	
	Rapids. Public right-of-way	Rapids. Public right-of-way	
	will be used in the City of	will be used in the City of	
	Manitowoc.	Manitowoc.	

Possible Trail Route Options (North and South) through the Cities of Manitowoc and Two Rivers

POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE	
(North)	(South)	
TRAIL QUALITY		
11.5 miles	12.1 miles	
All urban streets, including a	All urban streets, including a	
crossing of State Highway 42	crossing of State Highway 42	
in the City of Two Rivers.	in the City of Two Rivers.	
Urban trail corridor following	Urban trail corridor following	
the Manitowoc River and	the Manitowoc River and	
Lake Michigan shoreline	Lake Michigan shoreline	
offers one of the best views	offers one of the best views	
of Lake Michigan. Woodland	of Lake Michigan. Woodland	
Dunes offers a unique natural	Dunes offers a unique natural	
experience.	experience.	
Urban neighborhoods with a	Urban neighborhoods with a	
mix of commercial, industrial	mix of commercial, industrial	
and residential uses. Well-	and residential uses. Well-	
established park system along	established park system along	
the Manitowoc River and	Manitowoc River and Lake	
Lake Michigan shoreline in	Michigan shoreline in both	
both cities.	cities.	
NVIRONMENTAL CONSIDER	RATIONS	
Manitowoc River, East Twin	Manitowoc River, East Twin	
River, and West Twin River	River, and West Twin River	
crossings on existing bridges	crossings on existing bridges	
SOCIOLOGICAL CONSIDERATIONS		
Nearly 100% on public lands	Nearly 100% on public lands	
(only Woodland Dunes is	(only Woodland Dunes is	
private)	private)	
	(North) TRAIL QUALITY 11.5 miles All urban streets, including a crossing of State Highway 42 in the City of Two Rivers. Urban trail corridor following the Manitowoc River and Lake Michigan shoreline offers one of the best views of Lake Michigan. Woodland Dunes offers a unique natural experience. Urban neighborhoods with a mix of commercial, industrial and residential uses. Wellestablished park system along the Manitowoc River and Lake Michigan shoreline in both cities. NVIRONMENTAL CONSIDER Manitowoc River, East Twin River, and West Twin River crossings on existing bridges SOCIOLOGICAL CONSIDERA Nearly 100% on public lands (only Woodland Dunes is	

Possible Trail Route Options (South and North) through the Towns of Mishicot and Two Rivers, and the Village of Mishicot

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(South)	(North)
TRAIL QUALITY		
Trail Length	15.2 miles	14 miles
Road Crossings	Fifteen, including State Highway 42 and State Highway 147 in the Village of Mishicot, and five village	Eighteen, including State Highway 42 and State Highway 147 in the Village of Mishicot, and five village
	streets.	streets.
Diversity and Interest of Route	Scenic woodlands areas in Point Beach, croplands and uplands in the Town of Two Rivers, and views of Lake Michigan. Small town residential development in Mishicot.	Scenic woodlands areas in Point Beach, croplands and uplands in the Town of Two Rivers, and views of Lake Michigan. Small town residential development in Mishicot.
Existing Development and Probability of Future Development	Primarily cropland with scattered residential development in the Town of Two Rivers. Agricultural lands, woodlands, and natural areas in Point Beach State Forest and county lands.	Primarily cropland with scattered residential development in the Town of Two Rivers. Agricultural lands, woodlands, and natural areas in Point Beach State Forest and county lands.
]	ENVIRONMENTAL CONSIDER	ATIONS
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Nearly five miles of trails would be on public lands in Point Beach State Forest or other public lands. Seven stream or wetland crossings would need to be constructed, including one on the East Twin River in Mishicot. SOCIOLOGICAL CONSIDERA	Much of the trail would be built on uplands requiring minimal development and maintenance. Nearly seven miles of trails would be on public lands in Point Beach State Forest or other public lands. Seven stream or wetland crossings would need to be constructed, including one on the East Twin River in Mishicot.
Percent of Public	Nearly 8.8 miles (58%) of trail	Nearly 6.5 miles (42%) of trail
Lands Utilized	on public lands.	on public lands.

Possible Trail Route Options (East and West) Through the Towns of Gibson and Mishicot

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
TRAIL QUALITY		
Trail Length	8.7 miles	10 miles
Road Crossings	Ten county or local roads.	Twelve county or local roads.
Diversity and Interest	The trail passes through an	The trail passes through an
of Route	area of upland and lowland	area of upland and lowland
	woods and wetlands associated	woods and wetlands associated
	with the East Twin River	with the East Twin River
	valley.	valley.
Existing Development	Largely undeveloped land uses	Largely undeveloped land uses
and Probability of	with woodlands, croplands and	with woodlands, croplands and
Future Development	scattered residential	scattered residential
	development adjacent to the	development adjacent to the
	river. No large-scale	river. No large-scale
	development is expected in the	development is expected in the
	area, though the river corridor	area, though the river corridor
	is becoming more developed	is becoming more developed
	with large-lot residential uses.	with large-lot residential uses.
	ENVIRONMENTAL CONSIDER	
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
	maintenance. Five stream or	maintenance. Seven stream or
	wetland crossings would need	wetland crossings would need
	to be constructed, including	to be constructed, including
	one crossing of the East Twin	three crossings of the East
	River on local roads.	Twin River on local roads.
	SOCIOLOGICAL CONSIDERA	
Percent of Public	No public lands have been	No public lands have been
Lands Utilized	identified in this proposed	identified in this proposed
	corridor.	corridor.

Possible Trail Route Options (East & West) through the Towns of Carlton and Franklin

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
TRAIL QUALITY		
Trail Length	14.7 miles	14.4 miles
Road Crossings	Fourteen county or local roads.	Fourteen county or local roads.
Diversity and Interest	The trail passes through an	The trail passes through an
of Route	area of croplands, and upland	area of croplands, and upland
	and lowland woods and	and lowland woods and
	wetlands associated with	wetlands associated with
	tributaries to the East Twin	tributaries to the East Twin
	River.	River and Little Kettle
		Moraine.
Existing Development	Largely undeveloped land uses	Largely undeveloped land uses
and Probability of	dominated by croplands and	dominated by croplands and
Future Development	scattered residential	scattered residential
	development. Small areas of	development. Small areas of
	concentrated residential	concentrated residential
	development can be found in	development can be found in
	the communities of Boldt and	the communities of Boldt,
	Tisch Mills. No large scale	Stangelville and Tisch Mills.
	development is expected in the	No large scale development is
	area.	expected in the area
	ENVIRONMENTAL CONSIDER	•
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
	maintenance. Eleven stream or	maintenance. Twelve stream or
	wetland crossings would need	wetland crossings would need
	to be developed.	to be developed.
	SOCIOLOGICAL CONSIDERA	
Percent of Public	No public lands have been	No public lands have been
Lands Utilized	identified for use in the	identified for use in the
	proposed corridor.	proposed corridor.

Possible Trail Route Options (East & West) through the Towns of Luxembourg and Montpelier

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
	TRAIL QUALITY	, ,
Trail Length	7 miles	8.4 miles
Road Crossings	Eight road crossings would be	Ten road crossings would be
	necessary, including one	necessary, including one
	across State Highway 29.	across State Highway 29.
Diversity and Interest	The trail passes through an	The trail passes through an
of Route	area of croplands, and upland	area of croplands, and upland
	and lowland woods and	and lowland woods and
	wetlands.	wetlands.
Existing Development	The trail corridor is dominated	The trail corridor is dominated
and Probability of	by croplands, scattered upland	by croplands, scattered upland
Future Development	woodlands, and wetlands.	woodlands, and wetlands.
	Small areas of concentrated	Small areas of concentrated
	residential development can be	residential development can be
	found in the communities of	found in the communities of
	Ellisville. No large scale	Pilsen. No large scale
	development is expected in the	development is expected in the
	area.	area.
	ENVIRONMENTAL CONSIDER	
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
	maintenance. Four stream or	maintenance. One stream or
	wetland crossings would need	wetland crossings would need
	to be developed.	to be developed.
D	SOCIOLOGICAL CONSIDERA	
Percent of Public	No public lands have been	No public lands have been
Lands Utilized	identified for use in this	identified for use in this
	proposed corridor.	proposed corridor.

Possible Trail Route Options (E & W) Through the Towns of Casco and West Kewaunee and the City of Kewaunee

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
TD '11 41	TRAIL QUALITY	12.1 '1
Trail Length	14.2 miles	13.1 miles
Road Crossings	Eight, including State	Seven county and local road
	Highway 42 in the City of	crossings.
	Kewaunee.	
Diversity and Interest	The trail follows the	The trail follows the
of Route	Kewaunee River valley along a	Kewaunee River valley along a
	very picturesque landscape.	very picturesque landscape.
	The Besadny Wildlife Area	
	and Fish Facility are highlights	
	of the area.	
Existing Development	The trail corridor is dominated	The trail corridor is dominated
and Probability of	by upland woodlands and	by upland woodlands and
Future Development	wetlands. The City of	wetlands. No large scale
	Kewaunee portion consists of a	development is expected in the
	mix of residential and	area.
	commercial development. No	
	large scale development is	
	expected in the area.	
	ENVIRONMENTAL CONSIDER	
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built along existing rail grade	built along existing rail grade
Crossings	and would require minimal	requiring minimal
	development and maintenance.	development and maintenance.
	Eight stream or wetland	Eight stream or wetland
	crossings would need to be	crossings would need to be
	developed, including two	developed, including two
	crossing of the Kewaunee	crossing of the Kewaunee
	River on rail bridges.	River on rail bridges.
SOCIOLOGICAL CONSIDERATIONS		
Percent of Public	Nearly 100 percent of this	Nearly 100 percent of this
Lands Utilized	proposed corridor is located on	proposed corridor is located on
	public lands owned by the	public lands owned by the
	WDNR.	WDNR, or public right-of-way
		in the City of Kewaunee.

Possible Trail Route Options (*East & West*) through the Town of Pierce and the City of Algoma

	POSSIBLE TRAIL ROUTE	POSSIBLE TRAIL ROUTE
	(East)	(West)
TRAIL QUALITY		
Trail Length	11.6 to 13.6 miles	11.9 miles
Road Crossings	Nine, including two or three	Twelve, including State
	crossings of State Highway 42.	Highway 42 in Algoma.
Diversity and Interest	The trail passes through an	The trail passes through an
of Route	area of croplands, and upland	area of croplands and uplands
	and lowland woods and	with some wetlands near
	wetlands overlooking Lake	Alaska Lake.
	Michigan.	
Existing Development	The trail corridor is dominated	The trail corridor is dominated
and Probability of	by croplands and scattered	by croplands and scattered
Future Development	wetlands. Concentrated	wetlands. Concentrated
	residential development can be	residential development can be
	found in Algoma and	found in Algoma and
	Kewaunee and along the Lake	Kewaunee, with scattered
	Michigan shore. Scattered	residential development
	residential development is	throughout the area. No large
	found at low densities	scale development is expected
	throughout the area. An	in the area.
	increase in residential	
	development is expected along	
	Lake Michigan.	AFFICNIC
ENVIRONMENTAL CONSIDERATIONS		
Construction Impacts/	Much of the trail would be	Much of the trail would be
Number of Stream	built on uplands requiring	built on uplands requiring
Crossings	minimal development and	minimal development and
	maintenance. Twelve stream or	maintenance. Seven stream or
	wetland crossings would need	wetland crossings would need
	to be developed across small	to be developed.
	tributaries flowing to Lake	
	Michigan.	TIONS
SOCIOLOGICAL CONSIDERATIONS No really leads been been a 154 and a		
Percent of Public	No public lands have been	A 154 acre parcel owned by
Lands Utilized	identified for use in this	Kewaunee County is located
	proposed corridor.	just south of Alaska Lake.

Proposed Corridor and Possible Route Options for the Ice Age National Scenic Trail Sheboygan County, Wisconsin Calumet Man itowoc CENTERVIL RUSSELL HERMAN Hulls Crossing GREENBUSH SHEBOYGAN FALLS Fond du Lac Sheboyban Ourto Waldo LIMA MITCHELL LYNDON Gibbsville Hingham Adell Oostburg od Beach Gooseville SHERMAN SCOTT Cranberry Marsh **Ozaukee** Washington ■ Proposed Corridor Possible Route Options **County Boundary** ☐ Miles Existing Ice Age Trail 00.51 2 5

Proposed Corridor and Possible Route Options for the Ice Age National Scenic Trail Manitowoc County, Wisconsin Shirley GI ENMORE WRIGHTSTOWN Greenleaf **Brbwn** Hickory Grove COOPERSTOWN Askeaton HOLLAND Wayside MAPLE GROVE Reifs Mills KOSSUTH Rockwood ⊙ Whitela **ROCKLAND** Collins **Calumet** EATON CENTERVILLE Sheboygan HERMAN RUSSELL **Proposed Corridor** Possible Route Options **County Boundary** Existing Ice Age Trail 00.51 2 3 4 5

Proposed Corridor and Possible Route Options for the Ice Age National Scenic Trail Kewaunee County, Wisconsin Door UNION FORESTVILLE BRUSSELS LINCOLN RED RIVER Thiry Daems Champion GREEN BAY SCOTT CASCO New Franken Sugar HU**W**BOLDT **Brown** Buck Langes Corners Norman CARLTON Bolt **Manitowoc** COOPERSTOWN GIBSON ■ Proposed Corridor Possible Route Options **County Boundary** ☐ Miles

Existing Ice Age Trail

2

5

 $0\,0.5\,1$